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Construction Environmental Management Plan

Translink Sea Defences, Section 16E, Eglinton
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Document Control Sheet

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Executive Summary

The purpose of this Construction Environmental Management Plan (CEMP) is to set out the environmental requirements for construction of new sections of rock armour for Translink on the Coleraine to Derry railway line. This CEMP is for the sea defences at Section 16E near Eglinton.

Environmental constraints have been identified following a Preliminary Ecological Appraisal and habitat survey as well as an assessment under the Habitats Regulations. This CEMP provides details of the environmental constraints and identifies appropriate control measures to be implemented during construction.

Contents

1. Introduction

1.1. General

1.1.1. Translink is proposing the construction of sea defences along the Coleraine to Derry line. The existing railway line at this location is raised on a embankment along the shore of Lough Foyle to the east of Eglinton airport. The works at section 16E site consists of approximately 13m length of eroded grassed embankment with no formalised form of defence adjacent to Lough Foyle. Scouring has taken place along the toe of the embankment due to wave action and high tidal water levels. There is currently a risk of ongoing erosion of the embankment due to said wave action and extreme water levels unless this section is protected.

1.1.2. This document details the environmental risks and mitigation measures associated with the construction of sea defences at Section 16E. The construction activities comprise of: approximately 28m of new rock armour revetment formed in a double interlocking primary rock armour layer (1-3t) with a geotextile beneath the rock armour. The area directly behind the new revetment will be filled with existing smaller sized rock to meet the existing embankment level.

1.1.3. A Preliminary Ecological Appraisal (PEA) and Habitats Regulations Assessment (HRA) have been undertaken for this project due to the proximity of the site to the River Bann Estuary Special Area of Conservation. These documents provide information on the mitigation measures to be implemented to avoid impacts on biodiversity.

1.1.4. These mitigation measures are included within this Construction Environmental Management Plan (CEMP). It also sets out the responsibilities with regard to compliance with legislation and provides a framework within which the mitigation measures will be implemented as informed by the site surveys.

1.1.5. This is a 'live' document and review shall be undertaken at set intervals and new information added as appropriate, during the course of construction at the site.

1.1.6. The CEMP should be viewed as common practice and communicated to all staff working on the site.

1.2. Purpose

1.2.1. This document details the environmental risks and mitigation measures associated with the construction of sea defences at Section 16E. The purpose of this CEMP is to:

- Provide details of mitigation measures to be employed on site to ensure compliance with current legislation.
- Minimise any potential adverse environmental effects during construction activities within the site with respect to the constraints identified in the Preliminary Ecological Appraisal and Habitats Regulations Assessment.

1.3. Structure

1.3.1. This CEMP details measures to minimise environmental impact from the construction of the sea defences and the managerial structure for managing mitigation measures within the site.

1.3.2. It also details the duties and responsibilities of Translink staff, contractors and those of their subcontractors.

1.3.3. This CEMP may be revised from time to time to address any issues arising on site during construction.

1.4. Site Location

1.4.1. The sea defences are located approximately 2km northwest of Greysteel, on the northern bank of the City of Derry Airport. The scheme is located at Irish Grid Reference C 54719 22272, see scheme drawings in Appendix A.

1.4.2. The works include the construction of rock armour along the existing railway line as shown on the scheme drawings in Appendix A.

2. Method Statement

2.1.1. The method statement for the proposed works was provided by F.P. McCann Contracting, outlining the methodology and plant required. It is included as Appendix B. The key points are summarised in this section.

2.1.2. The sequence of works for the construction of new rock armour to protect the coastal railway to be undertaken is:

- Mobilisation
- Stockpiling of materials
- Travel to site
- Devegetation
- Clear existing area/failed defences
- Re-grade embankment slope
- Installation of new rock armour sea defences
- Demobilisation

2.1.3. The contractors personnel on site will include the following, names and contact numbers to be confirmed:

- Site Manager (day shift)
- Site Manager (night shift)
- Person In Charge Of Possession (PICOP)
- Engineering supervisor (ES)
- EO Engineering operative (EO)
- Track Safety Co-Ordinator (TSCs)
- Skilled Operative/s
- Plant Operator/s
- Safety Boat Crew
- Road Rail Vehicle Operator (RRVOs)
- Road Rail Vehicle Controller (RRVCs)
- Engineer/s
- Airport Security Escort Team

2.1.4. Plant and equipment to be used on site will be:

- Drip Trays
- Easi Blocs
- ES Kit
- Excavator Grab
- Excavator Mounted Compaction Plate
- First aid kit
- Fuel Bowser
- Harnesses and Fall Arrest Lanyards
- Hedge cutter
- Heras Fencing
- Lifejackets
- Life Ring & Grab Rope
- Lifting Chains/Slings
- Menzi (Excavator)
- PICOP Kit
- Plant Nappies
- RRV w/trailer & box
- Safety Boat
- Spill Kits including Floating Booms
- Strimmer
- Telehandler
- TSC kits
- Tilt Rotator Hitch
- Tower Lights
- Vibrating Plate
- Water Bowser
- Welfare Van

Programme

2.1.5. The proposed working hours and programme of works are:

- Access through airport grounds will be made with appropriate airport security escorts.
- Deliveries to the storage compound within the airport lands to take place during dayshift working hours.
- Works to be completed during nightshift T3 possessions.
- Installation of rock armour toe and rock armour face to be completed during nightshift T3 possessions.
- All site visitors and inspectors must phone the supervisor in advance of attending site to ensure safe working procedures can be maintained at all times.
- Third party access agreement required to enter the East Access Gate into the airport.
- Works programmed from September 2026 with exact timings to be confirmed.

Site compound and methodology

2.1.6. A site compound/materials storage area will be set up within the airport boundary. The methodology for the works at the storage compound is:

- Site deliveries to airport storage grounds will follow the protocol:
- All briefings and permits must be completed prior to starting work.
- Nightshift working will be required for forming suitable ground storage areas within the airport. All works within the airport except deliveries must be carried out at night so as not to restrict flight schedules.
- Proposed storage area to be surveyed for ground levels and storage height must not be allowed to exceed the ground level of the runway plane including slip off angle (to be notified by CODA).
- The Survey Engineer will take readings from the airport runway and storage area using a GPS/Total Station.
- At the edges of the storage area posts will be installed with the top of the post set to the maximum allowable height for storage of materials based off the runway plane to give a clear indicator of levels for the delivery drivers.
- A Telehandler and Excavator will be delivered to site to offload Easiblocs, materials etc. All plant will have a banksman to co-ordinate movements inside the storage area provided by the airport.
- All excavation and installation of posts or items into the ground must follow safe digging procedures whereby the permit to dig will be completed and the area scanned for services using a CAT & Genny.
- Easiblocs will be set up as stop blocks preventing lorry movements exceeding a safe section of pathway near any ditches in the storage area.
- A Welfare Van will be used for all storage and delivery works, this will be driven out of the airport at the end of each shift and not stored within the airport.
- The full compound area will be reviewed for soft spots and these are to be stoned up as necessary using 6” Clean stone compacted (4 passes per layer) using a vibrating plate until the site engineer/manager is satisfied the ground is suitable for delivery lorries to travel it.
- The materials storage area is to have a light geotextile (e.g. Terram) placed across it as areas are needed and will be used for storage of imported stone. Storage area must maintain an access route for delivery vehicles and plant. Areas of unweighted geotextile must be removed and put into storage or have stone added to prevent blowing away.
- Delivery by lorry of rock armour will be carried out during dayshifts.
- The delivery vehicle/s must arrive at the East Airport access gate off Airport Roundabout where they will be met by an Airport Security Escort who will brief and instruct the drivers on routing, timing and special conditions.
- All deliveries must be logged and quantities included in the end of shift report.

- Delivery driver will check with the airport escort to obtain permission to tip stone into the storage area, the lorry will travel while tipping to control the height of the deposited material. Where individual stones fall above this height the site operatives will move them via manual techniques and handheld equipment.
- Rock armour will be used to complete works on nightshifts and incoming quantities will be matched to requirements by the site engineer to prevent overflow of rock armour within the airport.
- At the end of each shift the site will be secured before leaving.

Main works methodology

2.1.7. Works to be completed during night shifts only to prevent disruption to air travel.

2.1.8. Work parties accessing the airport will be escorted by an Airport Security Team and adhere to any other requirements of the airport.

2.1.9. No access is permitted to the line until the T3 possession has been granted by the PICOP. Access permission will be notified by the TSC/s.

2.1.10. All excavations and embedment into the ground will be have a permit to dig completed and the area scanned using CAT and Genny to verify it is clear of services. If services are found a trial hole will be dug to locate and verify the position and line of services and the services will be protected using split ducting or beams.

2.1.11. Work party on foot will access the track under instruction from the TSC at the Northern airport track crossing. Menzi wheeled excavators will arrive at the East Airport Access gate and be accompanied to site by the Airport Security team. Crossing the track at the Northern airport track crossing.

2.1.12. Any operatives working on the embankment or toe of the slope during high tide must wear a life jacket. Guide ropes will be tied to the sleepers at the extents of the section works and the rope run down the embankment. The life ring and grab rope will be positioned at the top of the embankment where the guide rope has been placed. In the event of a person falling into the water operatives may, if safe to do so, use the guide rope to descend the embankment and throw the life ring and grab rope to the person in the water until they can be pulled back to shore.

2.1.13. At the discretion of the Site Manager and operatives harnesses and fall arrest systems may be used, these may be fixed to points such as sleepers or around the trunk of large trees nearby.

2.1.14. Floating booms will be let out from the edges of the embankment and tied off to a fixed structure or post at the edge of the extents.

2.1.15. Flat plates will be placed over the ballast where the Excavator is accessing and used to protect any S&T services if present.

2.1.16. Excavator to scrape off existing embankment (approximately 150mm depth) and deposit the arisings into the tractor trailer for removal from site, the bank is to be re-profiled as per drawing. Where possible the direction of excavation should be such as to prevent or reduce any soils transmittal to the watercourse. This may include excavating from a higher ground level.

2.1.17. An RRV operating from Eglinton LC with two trailers will also be used to assist in removal or spoil from site. For excavation of the toe or within areas interfaced directly with the river a clamshell bucket may be used to excavate material and hold it until it can be placed in the spoil heap or trailer to be removed from site as a mitigation measure to prevent sediment being issued to the bay.

2.1.18. A layer of Geofabrics HSP11 Coastal is to be run across the length of the embankment and pinned in place as per manufacturers instructions. The geofabric must be placed during low tide as it will float in water due to entrapped air pockets in the fabric. If required some rock armour stones may be placed as ballast onto the geofabric by the Menzi using its grab attachment to ballast the area in the water.

2.1.19. Sections of geofabric to be cut and rolled out from the top of the embankment, each longitudinal section is to have a 1000mm overlap. The toe of the geofabric should be wrapped back on itself with approximately 1000mm lap. Estimated section lengths required are approximately 11m including toe wrap.

2.1.20. Stainless steel pins may be used at the discretion of the site manager accounting for on site conditions to aid in holding the Geofabric in place until rock armour has been positioned.

2.1.21. Where required to provide a continuous profile to the embankment, depressions should be filled with type 3 granular material which will be compacted using an excavator mounted compactor (3 passes per layer), with the acceptable shape confirmed by the on site engineer.

2.1.22. Rock armour stones to be placed by Excavator using the grab. Larger HMA 300/1000 rock armour stones will be used as toe stones and for tying into the sides and top of the section.

2.1.23. Rock armour to be placed up the bank at a slope of 1:2. Stones to be placed to interlock with other adjacent stones. The stones will be lightly pushed by the excavator to ensure they are properly seated.

2.1.24. The toe stones must be placed first and completed prior to the tide coming back in. The embankment toe shall be formed by a double layer of rock armour minimum of 1770mm depth and 2760mm width across the length of the repair section.

2.1.25. Positioning may be checked using a GPS and any variance agreed onsite with the engineer.

2.1.26. When the toe armour is in place the Excavator will start at one edge and work to place additional rock armour at a grade of 1:2. Larger stones are to be used for the edges of the section. The rock armour layer should maintain a minimum thickness of 1770mm throughout the rise, up to the top of the slope. Crest of the section is to be a min 1840mm width and be made up of the larger armour stones. Smaller armour stone to be used to infill behind the crest to shape into the existing ground.

2.1.27. Once the rock armour sections have been completed all equipment and materials remaining will be removed from site. Floating booms to be recovered and grab ropes removed.

2.1.28. An RRV will restore the ballast shoulder using its profiling bucket at the end of each shift.

2.1.29. Demobilisation to take place following all works completed and signed off.

2.1.30. All waste must be removed and disposed of at an appropriate facility.

3. General Requirements

3.1. Communication

3.1.1. All site personnel will receive appropriate induction talks before they commence work and briefings to ensure their understanding for carrying out their allocated duties. Briefings will be given before carrying out work for the first time, and if the work process / environment changes. Site specific briefings will be developed from the risk management process including the summary details from this CEMP.

3.1.2. The operation of the sites will be working to any environmental requirements or planning conditions imposed by Causeway Coast and Glens Borough Council and the Department of Agriculture, Environment and Rural Affairs (DAERA).

3.2. Compliance

3.2.1. The Site Manager is responsible for ensuring the requirements set out in this CEMP and in the contractor method statement are followed. They are also responsible for ensuring all site staff are briefed on the mitigation measures set out in this document.

3.3. Permits, Licences and Consents

3.3.1. The contractor will be responsible for ensuring all necessary permits, licences or consents required are applied for and in place prior to works commencing such as ASSI consent and Schedule 6 (if required).

3.4. Roles and Responsibilities

3.4.1. Everyone working in the site either as a direct employee, contingent labour supply or through a sub-contractor has a responsibility to:

- Implement the CEMP.
- Protect the environment from damage.
- Comply with specified mitigation measures and actively manage environmental risk on the site.
- Report any environmental or social concerns to their supervisors.
- Comply with specified Safe System of Work (SSoW); and
- Only carry out tasks if they have the required understanding, qualifications, and where necessary certification.

3.4.2. The following roles are responsible, as described, for the delivery of the environmental requirements set out in this CEMP:

Site Manager Responsibilities: –

- Ensuring the site is secure.
- Ensure there are First Aid Facilities and appropriately trained First Aid staff, spill kits are available, and staff are appropriately trained in their use.
- Ensuring that all site works are carried out in accordance with method statements, task briefings and activity briefings.
- Ensure that staff under their supervision are aware of their environmental responsibilities.
- Ensure key environmental risks are identified and operatives briefed on environmental topics.

- Carry out site inspections to identify any environmental issues.
- Ensuring that the site has an emergency egress arrangement so those leaving site in an emergency may do so safely.
- Ensure that all those that work on site:
    - Receive a Site Induction including briefing on environmental issues pertinent to the site.
    - Understand and obey the Site Rules.
    - Are made aware of the Emergency egress arrangements, Muster points, First Aid facilities and First Aiders, spill and clean up procedures.
    - Are aware of all environmental matters which arise on site.
- Ensure the activities on site:
    - Are carried out under Translink Operational Safety Rules where necessary.
    - Have task specific risk assessments and method statements (RAMS) in place identifying any environmental issue which may be applicable.
    - Are carried out in accordance with the requirements of any associated RAMS.

The HSEQ Representative Responsibilities: –

- Undertaking site audits to measure compliance with the CEMP and RAMS.
- Raising action plans to address any non-compliance.
- Advising the Site Manager on all health and safety issues.
- Coordinating environmental, health and safety within the site and developing and maintaining compliance with policies, standards, and procedures applicable to the site.
- Ensure work is carried out in accordance with legislation & consents and the CEMP with regards to any environmental activities on the site.
- Determine what level of environmental support to provide at the site and allocates this resource accordingly.
- Ensure site staff are working in accordance with agreed Risk Assessments and Method Statement and in accordance with induction, toolbox talk training with regards to environmental risk.
- Ensuring compliance with Environmental legislation & consents, objectives, targets, and client environmental responsibility.
- Responsible for delivering toolbox talks.

General Operatives Responsibilities

- Attending the toolbox talk given by the Site Manager ahead of activities commencing and adhering to guidance contained therein.
- Ensuring environmental, health & safety mitigation measures are carried out during the course of their duties.
- Working considerately with a good working ethic in order to minimise adverse environmental, health & safety impacts and follow all site rules communicated during briefings and induction/training sessions.
- Informing their supervisors of any environmental, health & safety issues they have noted in the site, so that these can be communicated to the site management team for further investigation.

3.5. Key Personnel Contact

3.5.1. The contractor will confirm the key personnel to be added to the CEMP.

3.6. Competence

3.6.1. The Site Manager will ensure that all staff are competent to undertake their roles. They will also provide the following:

3.6.2. General induction/awareness: roles and responsibilities of staff, expectations and targets, site rules and HSE issues for each site location.

3.6.3. Toolbox Talks covering specific task-related matters of environmental risk shall be provided e.g. training on water pollution prevention before all works.

3.6.4. Site staff will be competent to perform tasks that have the potential to impact the environment. Competence is defined in terms of appropriate education, training and experience. If project specific training is required, training will be appropriate to the role and seniority of staff.

3.7. Stakeholder Engagement

3.7.1. It is the responsibility of the Site Manager to ensure letters and sufficient notice is given to external stakeholders regarding upcoming works at the site that may cause a disturbance.

3.7.2. A record will be maintained of discussions held with statutory authorities.

3.8. Internal Communication

3.8.1. The Site Manager is responsible for ensuring that all staff, including subcontractors, receive a site induction, in addition to task briefings, site specific briefings, start of shift briefings, and toolbox talks.

3.8.2. The site induction will include:

- Environmental mitigation
- Toolbox talks that are to take place for the site to include:
  - Identification and actions related to invasive species
  - Locations of local wildlife sites/ designated areas
  - Waste management
  - Pollution prevention measures
  - Spillage response
  - Control of noise and dust

3.9. Monitoring and Assurance

3.9.1. Internal audits will be carried out by the client HSEQ team and environmental representatives as required.

3.10. Records and Documents

3.10.1. A copy of all licences, consents, permits or permissions granted to the service provider shall be provided to the Translink Representative within 7 days of receipt.

4. Environmental Mitigation

4.1. Introduction

4.1.1. Mitigation measures are outlined in the following sections. Mitigation measures have been identified within the PEA and HRA for this project.

4.2. Biodiversity

4.2.1. A preliminary ecological appraisal and survey has been carried out at the location and identified priority habitats (saltmarsh, large shallow inlets and bays, and mudflats/sandflats not covered by seawater at all times) at or near the proposed sea defences.

4.2.2. Direct impacts on these habitats will be avoided as access to the site will be confined to the railway track. Areas of salt marsh will be avoided but if avoidance is not possible, then the contractor will carefully lift, store damp and reinstate saltmarsh turves and associated soils to allow natural recovery of vegetation cover post works. Intertidal mud and sand will also be stored and reinstated in situ or relocated to suitable adjacent foreshore areas to maintain ecological function.

4.2.3. The proposed works are located beside the shoreline of Lough Foyle and partially within the Lough Foyle Area of Special Scientific Interest and Special Protection Area. Due to the lough's importance for overwintering birds, some works within the site may be limited to certain environmental windows.

4.2.4. The contractor will implement a pollution prevention plan and adhere to the Guidelines for Pollution Prevention, particularly GPP 5 Works and maintenance in or near water. Further information on pollution prevention is included in the water section.

4.2.5. If vegetation clearance or trimming (e.g. trees) is required on site, this should be done outside of the nesting bird season (March to September). If this is not possible, the tree / vegetation must be checked up to 48 hours prior by a suitably qualified ecologist to determine if nesting birds are present. If active nests are found the ecologist will advise on suitable measures, which may include erecting a buffer zone around the nest to avoid disturbance until the young have fledged and left the nest. The site is also located between 2 sites designated for breeding waders. Should works take place during the breeding season then a pre-construction check of the site and extended area should be undertaken.

4.2.6. Areas of vegetation will be protected according to BS5837:2012 Trees in relation to design, demolition and construction.

4.2.7. If protected species are found on site, then site works should stop, and a suitability qualified ecologist contacted.

4.2.8. To minimise impacts on foraging and commuting bats from construction noise, the movement of site traffic should be kept to a minimum when bats are active in proximity to the site, i.e. around sunrise and sunset between April and September.

4.2.9. All lighting used during night-time work at the site must be directed towards the works only and switched off when not in use to minimise light spill into the surrounding habitat to prevent disturbance to protected species, in particular away from the lough and vegetation corridors adjacent to the site.

4.2.10. Badger (or otter) may enter the site opportunistically therefore as a minimum general construction safeguard for these species shall include:

- open excavations should be fenced off and/or covered to avoid animals becoming trapped or injured. A mammal ladder (e.g. wooden plank) should be erected to allow any animals that may become trapped to escape. All excavations should be checked each morning to ensure no animals have become trapped overnight and an ecologist contacted for advice should any animals be encountered;
- consideration should be given to where spoil is stored;

- where lighting is required, hoods should be used, and lights directed at works and away from the surrounding environment;
- adherence to pollution prevention measures; and
- chemicals, including fuel for equipment and machinery, should not be used within 20m of any waterbody.

4.2.11. Ensure that no materials or equipment are stored on soft estate. Soil mounds on site should be minimised to prevent badgers from excavating setts within them.

4.2.12. Consultation should be undertaken with DAERA to determine if a marine licence is required or if a licence under section 48 of the Fisheries Act (Northern Ireland): for permission to disturb or remove materials from the bed, bank or shore of any watercourse or waterbody that may impact fisheries interests, is required.

4.2.13. Lough Foyle is suitable for use by marine mammals such as seals or harbour porpoise. As seals may use intertidal areas, a pre-construction survey should be conducted to confirm the absence of mammals on site and within the wider area prior to commencement of works.

4.3. Water Environment

Pollution Prevention

4.3.1. A Pollution Prevention and Spill Response Procedure shall be developed by the contractor for the duration of the works. Indicative guidelines are provided in this section as well as Appendix C Incident Response Plan, these will be further developed by the contractor.

4.3.2. The following measures will be implemented to avoid pollution of Lough Foyle.

4.3.3. Designated refuelling area to be setup in the main compound and will have drip trays, spill kits and plant nappies located in this area. All storage and refuelling areas will be located at least 10m from any drainage, watercourses and Lough Foyle.

4.3.4. Equipment on site will use biodegradable hydraulic oil. Oil interceptor(s) to be fitted to all temporary discharge points and for discharge from any temporary oil storage/ refuelling areas.

4.3.5. All plant and machinery will be maintained in a good condition and any maintenance required will be undertaken within safe areas.

4.3.6. Chemicals and hazardous materials such as fuels and lubricants may be stored on the site. Measures will be developed, implemented, maintained and monitored in compliance with the Control of Pollution (Oil Storage) Regulations (Northern Ireland) 2010.

4.3.7. The Site Manager will produce a site layout plan identifying the storage location of any bunded fuel store, or stores for small volume packaged chemicals and materials. Any stockpiled materials will be stored within enclosed areas to enable the runoff to be stored and treated where required. Silt fencing will be erected around the materials storage area.

4.3.8. The contractor to implement the following Guidance for Pollution Prevention (GPPs):

- GPP 1: Understanding your environmental responsibilities – good environmental practices
- GPP 2: Above ground oil storage tanks
- GPP 5: Works and maintenance in or near water
- GPP 6: Working on construction and demolition sites
- GPP 8: Safe storage and disposal of used oils
- GPP 13: Vehicle washing and cleaning
- GPP 21: Pollution incident response planning

- GPP 22: Dealing with spills
- GPP 26: Safe storage -Drums and intermediate bulk containers

4.3.9. All site staff will be trained in pollution prevention measures and on how to deploy a spill kit. Provision of spill containment equipment such as absorbent material will be kept on site.

4.3.10. Floating boom/s deployed in the river in advance of works to capture any oils etc.

4.3.11. Spill control measures will be used to contain contaminated materials, such as plastic sheeting, sorbent pads and sorbent booms. All site personnel will be trained in the use of spill control measures. If a spill occurs, NIEA will be informed immediately.

4.3.12. Use of a clamshell bucket for excavation in and around the water's edge and any other areas where appropriate to reduce the chance of sediment entering the river.

4.3.13. In addition to the control measures detailed above, the works will also comply with the measures outlined within the following guidance:

- Construction Industry Research and Information Association (CIRIA) Report C532: Control of water pollution from construction sites. Guidance for consultants and contractors.
- CIRIA Report C648: Control of Water Pollution from Linear Construction Projects- Technical Guidance; and
- CIRIA: Control of Water Pollution from Linear Construction Projects, Site Guide.

4.4. Air Quality

4.4.1. Dust generation will be minimised by focusing on correct storage of raw materials, high standards of housekeeping and site management, minimisation of drop heights and consideration of the prevailing wind.

4.4.2. Stockpiled material will be kept covered or damped during dry or windy conditions. During the earthworks phase, the amount of time soils are exposed will be minimised to reduce windblow and dust. Re-vegetate earthworks and exposed areas/soil stockpiles to stabilise surfaces as soon as practicable. Use Hessian, mulches or tackifiers where it is not possible to re-vegetate or cover with topsoil, as soon as practicable. Only remove the cover in small areas during work and not all at once.

4.4.3. Ensure all vehicles switch off engines when stationary – no idling vehicles.

4.4.4. The Site Manager should keep records of all environmental incidents that result in air pollution and remedial action taken should be recorded in an environmental incident logbook

4.5. Noise and Vibration

4.5.1. Community engagement will be conducted before and during construction activities within the site. This will include a letter-drop at least two weeks prior to significantly noisy or vibration generating activities in close proximity to sensitive receptors, or prior to any noisy works occurring outside of normal working hours.

4.5.2. In order to reduce noise reaching noise sensitive receptors, low-noise items of plant should be used where possible.

4.5.3. No idling of vehicles/plants. Ensure all vehicles and plants switch off engines when not in use.

4.5.4. Best practicable means of noise control, as described within BS 5228-1:2009+ A1:2014 'Code of Practice for Noise and Vibration Control on Construction and Open Sites' should be implemented in order to minimise the risk of disturbance. The British Standard provides specific detail on suitable measures for noise control in respect to construction operations.

4.5.5. Any noise or vibration complaints shall be logged and reported to the Site Manager.

4.6. Archaeology and Cultural Heritage

4.6.1. There is no potential impact on any cultural heritages anticipated from the proposed works.

4.6.2. However, as a precaution, if unidentified remains are uncovered then works should cease and Historic Environment Division consulted for advice.

4.6.3. Should human remains or archaeological finds which may be deemed to be treasure under the Treasure Act (1996) be encountered then all work should cease and the appropriate authorities informed.

4.7. Landscape and Visual impact

4.7.1. Works should be undertaken in accordance with BS5837: 2012. Trees in relation to design, demolition and construction and no materials stored at the base of any trees around these works.

4.7.2. Site compounds should be appropriately hoarded and set up with clearly designated areas for parking, vehicle storage, materials storage, recycling/waste bins etc.

4.7.3. Materials and vehicles should be appropriately stored when not in use, wherever possible.

4.8. Geology and Soil

4.8.1. Any excavated soils should be stored in accordance with best practice guidance.

4.8.2. For excavation of the toe or within areas interfaced directly with the river a clamshell bucket may be used to excavate material and hold it until it can be placed in the spoil heap or trailer to be removed from site.

4.8.3. Avoid stockpiling of spoil/excavated materials at a location that could enter a watercourse. Silt fencing will be installed around storage area.

4.8.4. All litter and waste arising from works will be collected and bagged for disposal off site.

4.8.5. Any contaminated material removed from site will be disposed of in the appropriate licenced waste facility.

4.8.6. Contractor to follow GPPs to avoid pollution to underlying soils in site compound and storage areas.

4.8.7. Pending agreement with the landowner, at the additional storage area at Grangemore where materials would be stored on agricultural land, the topsoil will be excavated and stored in such a way that it can be reinstated post construction. Geotextiles will be laid under stoned storage areas to minimise damage to underlying subsoils. The additional compound area will be reinstated post construction.

4.9. Community Effects

4.9.1. To inform the local community of works and railway closure, a letter drop is recommended. Residents will be kept informed on programme of works and when night time works will be undertaken.

4.10. Waste

4.10.1. The Site Manager will determine if the project requires a site waste management plan and if so, this will be developed and maintained by them. It should be made available to all site personnel as appropriate and required training provided.

4.10.2. All sub-contractors removing waste from site must possess a current Waste Carrier's Licence. Site used for disposal / recycling of waste must be suitably licensed and copies of their licences kept on file.

4.10.3. Waste transfer notes are required for all waste. Any hazardous waste should only be disposed of by a specialist waste contractor under a hazardous waste consignment note.

4.11. Lighting

4.11.1. In determining the lighting arrangement for the site, consideration will be given to residents and other sensitive receptors that may experience a nuisance by light. Habitats on site including linear scrub/trees and hedgerows are suitable for commuting and foraging bats. As such the Bats and Lighting in the UK Bats and the Built Environment Series – guidance should be observed.

4.11.2. Where appropriate the following measures will be considered for implementation:

- A warm white spectrum (ideally <2700Kelvin) should be adopted to reduce the blue light component;
- Luminaires should feature peak wavelengths higher than 550nm to avoid the component of light most disturbing to bats;
- Internal luminaires can be recessed where installed in proximity to windows to reduce glare and light spill;
- Only luminaires with an upward light ratio of 0% and with good optical control should be used;
- Luminaires should always be mounted on the horizontal, i.e., no upward tilt; and
- As a last resort, accessories such as baffles, hoods or louvres can be used to reduce light spill and direct it only to where it is needed.

4.12. Carbon

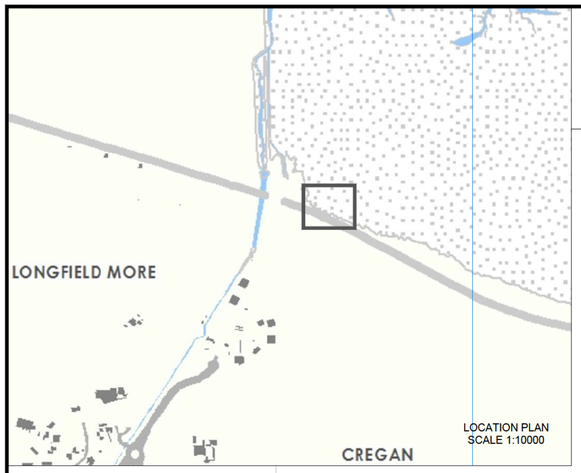
4.12.1. A carbon review will be undertaken to help identify and action improvements to minimise the carbon footprint of the project. Through identifying sources of excess carbon, the Site Manager will take actions to reduce carbon through effective logistics and implementing schemes aimed at encouraging recycling.

5. Incident Management

5.1.1. An outline Incident Response Plan (IRP) has been prepared for the site (Appendix C) which will be further developed by the contractor.

5.1.2. In the event of an environmental incident, Incident Response Plan shall be followed and the incident reported to Translink and the relevant statutory bodies.

Appendix A: Scheme drawings



LOCATION PLAN
SCALE 1:10000

0 5 10 15 20 25 m
SCALE 1 : 250

UNKNOWN BURIED SERVICES LEADING TO AIRPORT LIGHTS

CAUTION WHILST WORKING IN CLOSE PROXIMITY TO CITY OF DERRY AIRPORT RUNWAY APPROACH LIGHTS. TRANSLINK TO ENSURE DISCUSSIONS ARE HELD WITH ASSET OWNER AHEAD OF ANY FUTURE WORKS.

POTENTIAL FOR POLLUTION OF THE SEA DURING WORKS. PLEASE REFER TO CEMP FOR MITIGATION MEASURES

ENVIRONMENTALLY DESIGNATED AREA

AIRPORT LOCATED LANDWARD OF WORKS AREA

UNKNOWN SERVICES

PROXIMITY TO RAILWAY

NEW ROCK ARMOUR TO BE PLACED OVER EXISTING GRASSED EMBANKMENT AND LOCALISED AREA OF EROSION

NEW ROCK ARMOUR TO TIE INTO EXISTING GRASS EMBANKMENT.

NEW ROCK ARMOUR REVETMENT FORMED IN A DOUBLE INTERLOCKING ROCK LAYER (1-3t)

NEW ROCK ARMOUR TO TIE INTO EXISTING GRASS EMBANKMENT.

INDICATIVE CESS AREA

RAILWAY TRACKS

A 1101

SECTION A - 11m APPROX

8m APPROX

8m APPROX

1.60mAOD VARIES

3.76mAOD VARIES

2.2m APPROX

8.8m VARIES

MHWS

Stones & Gravel

Track

Grass

Sea Bed

Grass

Railway Gravel

Construction Risks	Public Risks	Environmental Risks
• Collapse of excavation/embankment during construction • Unknown services • Working adjacent to live railway line • Working in an exposed coastal and tidal environment • Movement of plant in and around sea • Placement of rock armour	• Unauthorised site access	• Working adjacent to and within statutory and non-statutory designated sites • Pollution hazards associated with working near sea • Risk of damage to flora and fauna

In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the above.
It is assumed that all works detailed on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

General Notes

1. The co-ordinate system reference is IRENET95, based on Irish Transverse Mercator Projection. Levels are in metres above ordnance datum Belfast (mAOD) and refer to Northern Ireland 2015 geoid model.
2. Do not scale from this drawing. All dimensions must be checked/verified on site.
3. All levels must be checked in relation to the railway line with any discrepancies being passed back to the consultant. Levels and setting out should be checked by the site engineer to ensure the quoted levels are still relevant at the time of construction.
4. All works in watercourses will be carried out with care to minimise the risk of pollution adhering to guidance for pollution prevention.
5. All works planning to discharge to a watercourse or carry out works that will impact on the free flow of a watercourse will be subject to Consent to Undertake Works to a Watercourse under Schedule 6 Protection of Watercourses from the Drainage (Northern Ireland) Order 1973.

NOT FOR CONSTRUCTION

Services legend

No services identified through PAS128 Type D survey to interact with permanent works.
The Contractor shall locate all services prior to commencement of any works on site. Any unknown services identified in the cess shall be isolated and placed in ducts during construction.

Rev.:	Comments / Date		Drawn		Designed		Checked		Approved	
	Comments									
P01	Issued for Planning									
Rev.:	Date	27/11/25	Drawn	JS	Designed	JS	Checked	MOD	Approved	MOD

Client Approval

- A - Approved
- B - Approved with Revisions
- C - Do Not Use

Purpose of Issue	Status
Issued for Planning	S3

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Translink Sea Defences

Outline Design
Asset 16E - Greysteel Bridge to Longfield (City of Derry airport)
General Arrangement

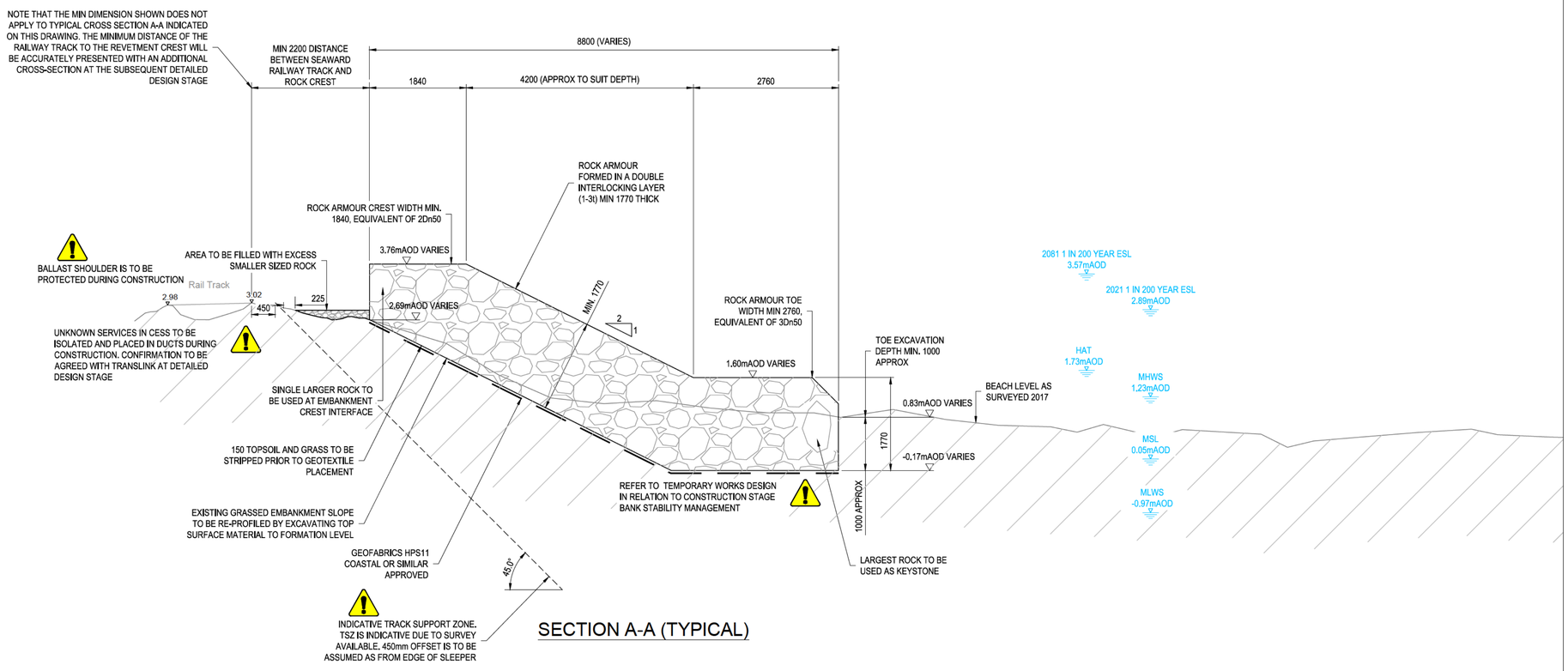
for

Translink

Scale:			
1:250 @ A1	Drawn:	J. Shanahan	27/11/25
	Designed:	J. Shanahan	2711/25
	Checked:	M. O'Donoghue	27/11/25
	Approved:	M. O'Donoghue	27/11/25

Project Reference: 2025s1344 - Translink Sea Defences - CC&G

Drawing Number:	Revision
QSO-JBA-XX-XX-DR-C-0006-S3-P01-16E_General_Arrangement	P01



SECTION A-A (TYPICAL)

Construction Risks	Public Risks	Environmental Risks
• Collapse of excavation/embankment during construction • Unknown services • Working adjacent to live railway line • Working in an exposed coastal and tidal environment • Movement of plant in and around sea • Placement of rock armour	• Unauthorised site access	• Working adjacent to and within statutory and non-statutory designated sites • Pollution hazards associated with working near sea • Risk of damage to flora and fauna

In addition to the hazards/risks normally associated with the types of work detailed on this drawing take note of the above.
It is assumed that all works detailed on this drawing will be carried out by a competent contractor working, where appropriate, to an appropriate method statement.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

General Notes

1. The co-ordinate system reference is IRENET95, based on Irish Transverse Mercator Projection. Levels are in metres above ordnance datum Belfast (mAOD) and refer to Northern Ireland 2015 geoid model.
2. Do not scale from this drawing. All dimensions must be checked/verified on site.
3. All dimensions are in millimetres unless stated otherwise.
4. All levels must be checked in relation to the railway line with any discrepancies being passed back to the consultant. Levels and setting out should be checked by the site engineer to ensure the quoted levels are still relevant at the time of construction.
5. All works in watercourses will be carried out with care to minimise the risk of pollution adhering to guidance for pollution prevention.
6. All works planning to discharge to a watercourse or carry out works that will impact on the free flow of a watercourse will be subject to Consent to Undertake Works to a Watercourse under Schedule 6 Protection of Watercourses from the Drainage (Northern Ireland) Order 1973.

0 1 2 3 4 5 m
SCALE 1 : 50

NOT FOR CONSTRUCTION

Rev.:	Comments	Date		Drawn		Designed		Checked		Approved	
P01	Issued for Planning										
Rev.:		Date	28/11/25	Drawn	JS	Designed	JS	Checked	MOD	Approved	MOD

Client Approval

	A - Approved
	B - Approved with Revisions
	C - Do Not Use

Purpose of Issue	Status
Issued for Planning	S3

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Translink Sea Defences

Outline Design
Asset 16E - Greysteel Bridge to Longfield (City of Derry airport)
Typical Cross Sections

for

Translink

Scale:			
1:50 @ A1	Drawn:	J. Shanahan	28/11/25
	Designed:	J. Shanahan	28/11/25
	Checked:	M. O'Donoghue	28/11/25
	Approved:	M. O'Donoghue	28/11/25

Project Reference: 2025s1344 - Translink Sea Defences - CC&G

Drawing Number:	Revision
QSO-JBA-XX-XX-DR-C-0004-S3-P01-16E_Typical_Cross_Section	P01

Appendix B: Method Statement

METHOD STATEMENT

Eglinton Sea Defences Section 16E Main Works approx MP87.75

Method Statement	MS ID: Eglinton Sea Defences 16E Main Works	Rev: 0	Issue Date: 11/11/2025
Project	Sea Defence Repairs		
Title	**Method Statement for sea defence repair**		
Description of project	Sea Defence Repairs		
Works to be undertaken within this method statement	• Comply with DEFRA & CODA regulations • Mobilisation • Stockpiling of materials • Travel to site • Devegetation • Clear existing area/failed defences • Re-grade embankment slope • Installation of new rock armour sea defences • Demobilisation		
References	• NIR Rule Book • NIR Working Timetable • NIR Working Operating Notice and Supplementary • NIR T2/Redzone Document • NIR Access Register • Subcontractor RAMS • Tide Times • PEA document • BS EN 13383-1-2013 Armour Stone • Construction Drawings Refer to NIR Safety Hub for latest versions of reference documentation		
Lead Responsibility	Project Manager: [redacted]		
Contractors Personnel on site	**Site Manager** / **Emergency Contact Number** Dayshift Site Manager/Foreman Nightshift Site Manager/Foreman PICOP ES/s EO TSC/s Skilled Operative/s Plant Operator/s RRVO/s RRVC/s Engineer/s Airport Security Escort Team		
Hierarchy of Safety	**Off-track working >3m from the line:** Works in the compound/field/airport with lineside fencing **T3 track possession:** All works to take place under T3 protection **T2 track possession:** T2s can be used during dayshifts for inspection purposes **Red zone working:** N/A		
Site Rules	• NIR Rule book to be adhered to at all times and is to take precedence over any details within this document.		

	• Where works are deemed unsafe by anyone on the team, all activities must cease immediately and these will be reassessed, with approval by the site foreman/ lead responsibility, before they can recommence.
Limits of Site	• From access point to structure and within NIR boundaries and public areas. • Additional Storage area at compound to be agreed between NIR & Landowner for temporary use.
Site Conditions	• The TSC will inspect each location/site of works. From this inspection they will note all factors affecting condition of the site and access to and from the works area, in order to create the safe system of works. • The TSC must then chose the correct safe system of works to use for this location. • This information must be relayed to the remaining personnel through the TSC briefing which is to be carried out onsite.

Plant & Equipment	• Drip Trays • Easi Blocs • ES Kit • Excavator Grab • Excavator Mounted Compaction Plate • First aid kit • Fuel Bowser • Harnesses and Fall Arrest Lanyards • Hedgecutter • Heras Fencing • Lifejackets • Life Ring & Grab Rope • Lifting Chains/Slings • Menzi (Excavator) • PICOP Kit • Plant Nappies • RRV w/trailer & box • Safety Boat • Spill Kits inc Floating Booms • Strimmer • Telehandler • TSC kits • Tilt Rotator Hitch • Tower Lights • Vibrating Plate • Water Bowser • Welfare Van
Materials	• Geofabrics HPS11 Coastal • LMA 30/600 Armour Stone (1200T) • Type 3 Granular Fill • Railway Ballast • Diesel/Oil/Petrol • Silt Fence • Stainless Steel Fixing Pins • Terram
Regular Inspections	• Tools and equipment are to be checked on a daily basis. • TSC to inspect the Safe Systems of Works to ensure it still works. • SHE inspections, with FPM Project Manager visits.
Equipment Inspections	• Equipment to be inspected at the start of each period of use for defects by the competent operator who will use it. If any defects are found the equipment is to be quarantined and they must reported it to the foreman who will inform FP McCann Rail office staff who will arrange repair. • Agreement to abide by this process is by signature on this method statement.

Proposed Working Hours / Special Considerations	• Access through airport grounds will be made with appropriate airport security escorts. • Deliveries to the storage compound within the airport lands to take place during Dayshift working hours. • Storage of rock armour near the track crossing gate within the airport perimeter must maintain the height below the plane of the runway. • Works to be completed during nightshift T3 possessions. • Installation of rock armour toe and rock armour face to be completed during nightshift T3 possessions. • All site visitors and inspectors must phone the supervisor in advance of attending site to ensure safe working procedures can be maintained at all times. • Third party access agreement required to enter the East Access Gate into the airport.
Programme	Works programmed from September 2026
Public Nuisance	• Staff and personnel to be courteous and polite to members of the public at all times. • Responsible parking of vans in the designated area during the works is required to ensure that public nuisance is minimised and access to properties is respected. • Parking is available at the locations stated within the site-specific section below, specific parking spots cannot be guaranteed.
Safety of Public	• Access point access gates to be shut and locked once passed through. • Keep contact with the public to a minimum.
Noise and Vibration	N/A
Risk Assessments	The following risk assessments apply to this activity; • 2025-11-11 CODA Sea Defences Section 16E Main Works-RA See appendix risk assessment document at rear
Emergency Plan	In the event of an emergency notify the supervisor and proceed to the muster point as follows:  Airport Track Crossing A fire warden and first aider will be designated during each site briefing. Powder and CO2 extinguishers will be available. CODA duty officer must be contacted and made aware of the emergency. If there is a requirement to egress via the airport due to the emergency the CODA duty officer will advise the supervisor to await airport security or may instruct other actions at the time.

COSHH Assessments	• Petrol/Diesel/Oil • Cleaning Products • Aggregates
Environmental controls	Control of invasive species – • See invasive species sections below Prevention of pollution – • Designated refuelling area to be setup in the main compound and on site, the location will have drip trays, spill kits and plant nappies located in this area. • Equipment on site will use biodegradable hydraulic oil. • All litter and waste arising from works will be collected and bagged for disposal off site. • Any contaminated material removed from site will be disposed of in the appropriate licenced waste facility. • Floating Boom/s deployed in the river in advance of works to capture any oils etc. • Use of a clamshell bucket for excavation in and around the waters edge and any other areas where appropriate to reduce the chance of sediment entering the river.
Invasive Species	**Japanese Knotweed**  **How to Identify Japanese Knotweed:** • Green, heart-shaped leaves. • Japanese Knotweed grows to 2-3m high. • Bamboo like stems with dark red or purple speckles. Mature Japanese Knotweed canes are hollow, resemble bamboo stems and can be snapped easily. • Zig-zag leaf pattern due to the leaves growing from the stems. Leaves are usually light green with red or purple flecks. • Cream, white cluster of flowers. The flowers will usually bloom very late summer (August/September). **Actions relating to Japanese Knotweed:** • If Knotweed is found stop work immediately within 7m of the plant and inform your line manager and TSC. • Do not excavate or move soil within 7m of the plant

- Do not track plant or vehicles over the area.
- Do not stockpile potential contaminated soil/material within 10m of a watercourse.
- It is a criminal offence to directly or indirectly promote the spread of Knotweed. This includes cutting or disturbing roots.

Himalayan Balsam

How to identify Himalayan Balsam;

- Large, pink flowers shaped like a bonnet; these are followed by hanging, green seed pods.
- Flowers from July to October
- Height: up to 2m

Actions relating to Himalayan Balsam:

- Immediately stop work on site if Himalayan Balsam is suspected in the area and inform your line manager and TSC.
- Don't disturb the seed pods.
- Don't move soil which may contain the seeds of the plant unless specifically instructed to do so.

Giant Hogweed

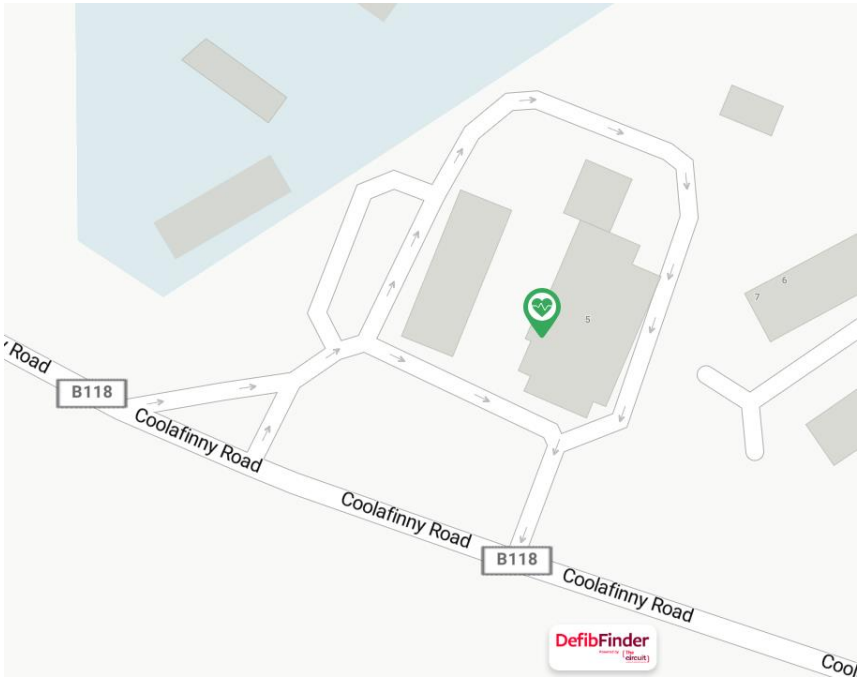
How to identify Giant Hogweed;

- Giant Hogweed will grow to 4 metres tall or more before flowering.
- Common hogweed prefers roadsides to riversides, but it will grow almost anywhere. Giant Hogweed is almost exclusively a riverside plant.
- Giant Hogweed will have 50 or more flower stems on each flower umbel. The number of stems on each flower of common hogweed will normally not get to more than 21.
- The main stem of giant hogweed is reasonably smooth in comparison to common hogweed, except at the leaf joints which are markedly more hairy than the rest of the stem.
- The leaves of Giant Hogweed are larger, shinier, more sharply serrated and more importantly, hairless

Actions relating to Giant Hogweed:

- Immediately stop work on site if Hogweed is suspected and inform your line manager and TSC.
- Seek medical advice if you have come into contact with the plant. The danger with Giant Hogweed is not poisoning, but in the way that its sap reacts with your skin. If you get the sap on you then it will react with the melanin in your skin and removes any protection that patch has from UV light.
- If the hairs or sap come into contact with your eyes they can cause blindness. The furocumarins that cause this effect are present in all parts of the plant.
- Wear protective clothing prior to touching the plant.
- Don't touch the plant unless directed to do so.
- Never move soil which may contain seeds unless specifically advised to do so.

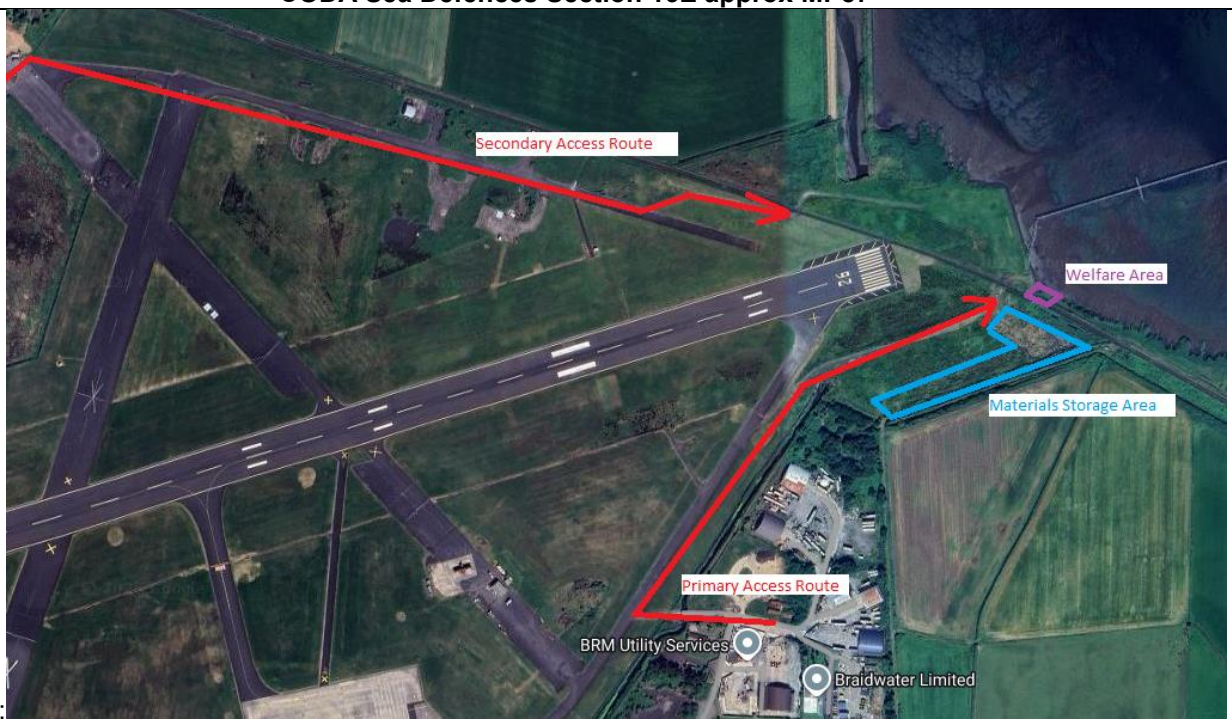
Personal Protective Equipment	The following items of PPE are to be worn within the site boundaries: • Full orange NIR certified PPE high visibility coat and trousers • Protective non-slip footwear, with ankle protection • Hard hat (not yellow, red or green) • Protective gloves • Goggles / eye protection • Lifejackets to be worn by operatives working on the sloped embankment into the river. • Harnesses and lanyards to be used when workers are operating on the slope during high tide. Supplementary PPE such as masks, goggles and ear defenders must be worn in accordance with the risk assessments. All PPE must conform to the Translink Infrastructure Workwear Policy.
First Aid Provisions	• A first aid kit is held in the works van for these works. First aid kits will also be available on site. • The nominated first aider is: Stephen Kelly • The location of the onsite first Aid kits and the nominated first aider will be briefed to the working group at the start of each shift, during the TSC/POWP briefings.
Training requirements	• All site operatives/personnel accessing the track must hold, as a minimum, NIR PTS accreditation. Appropriate competency cards must be held (in date) for all other track competencies required for the works. All track competency cards must be carried at all times when working on or near the line and be produced on request by an authorised official. • Task specific competencies for each site will be covered by a suitable person detailed to the role by FPM management.
Permits to work	• TSC Briefing prior to track access • PEM Form • Permi to Dig • Translink to confirm requirements for Forms A-D • Airport Security clearance and pass for all operatives on site
Emergency Contacts & Procedures	In the event of an emergency, notify your supervisor immediately. Tell them the specific location and nature of the incident plus anything else you can ascertain. A copy of emergency contact numbers will be held in each of the Site Transportation Vehicles, the location of which will be at the access point stated in the site-specific information below. For all works On or Near the Line, the following procedure must be carried out by the TSC, and in their absence the site Supervisor. **In the case of an emergency On or Near the Line, or that could impact upon the railway, contact:** **NIR Signal Cabin:** **Coleraine 02870321860** **Approximate milepost 86.50** 1. First, state “THIS IS AN EMERGENCY CALL”. 2. Give your name, grade, and your location. 3. State the nature of the incident, and where it happened (use signal numbers and mile posts references where possible). 4. State the emergency service support you require. 5. Give your telephone or radio number. 6. Ask for the entire message to be repeated. 7. Stay in contact until nothing further is required.

Nearest AED	Spar/Maxol Fuel Station 5 Coolafinny Rd, BT47 3PG (24h)  Alternative: Maydown Telephone Box, Enagh Crescent, BT47 6UG 
Pre-Works	• The Foreman/Supervisor/TSC and will visit the site of works to conduct an assessment of the works location. • The Foreman/Supervisor will complete their Point Of Work Plan. • The above should be completed onsite and not in advance of the visit. • The Foreman/Supervisor will brief the team on the POWP • NO WORKS TO COMMENCE UNTIL POWP HAS BEEN COMPLETED AND BRIEFED TO ALL WORK PARTY MEMBERS ON SITE. • Foreman to make it known that, site welfare arrangements will be via welfare van/portaloo. Additional hand wipes sanitiser and first aid kit to be held in the van.

Safe System of Works Procedure	• From the information and assessments made above the TSC will deduce their safe system of works in accordance with their training and the NIR Rule Book. • Once the PICOP has granted possession of the line the ES will setup the worksite and authorise the TSCs when this has been setup. • Where accessing through gates, doors and fences please ensure gloves are worn. • Operatives to ensure all gates/ doors are closed behind them. • Note: it is every persons responsibility to ensure that all tools and equipment they take onto the track are placed safely for the passage of trains and then removed when they leave the track. • PEM sheet must be completed prior to accessing and when leaving the track.

CODA Sea Defences Section 16E approx MP87

Site Plan:



Site Limits:	MP87.75-MP84.00
Off Track Access:	Access Road off Airport Roundabout via 3rd party crossing into airport. BT47 3GY 55°02'29.7"N 7°09'00.5"W

Access Photo:

NIR Access Points :	XL214 Eglington AHB MP87.75 55°03'02.1"N 7°11'07.1"W Donnybrewer MP87.00 55°02'55.5"N 7°09'58.5"W
Road Name & Postcode:	Station Road, Eglinton, BT47 3PS
Access Photo:	

RRV Access Point:	XL214 Eglington AHB MP87.75 55°03'02.1"N 7°11'07.1"W
Road Name & Postcode:	Station Road, Eglinton, BT47 3PS
Nearest Hospital:	Altnagelvin Hospital, Glenshane Rd, BT47 6SB
Safe System of Works:	Separated, Safeguarded (Off track, T2, T3)
Landowner Details:	NIR/NITHCO

Methodology:

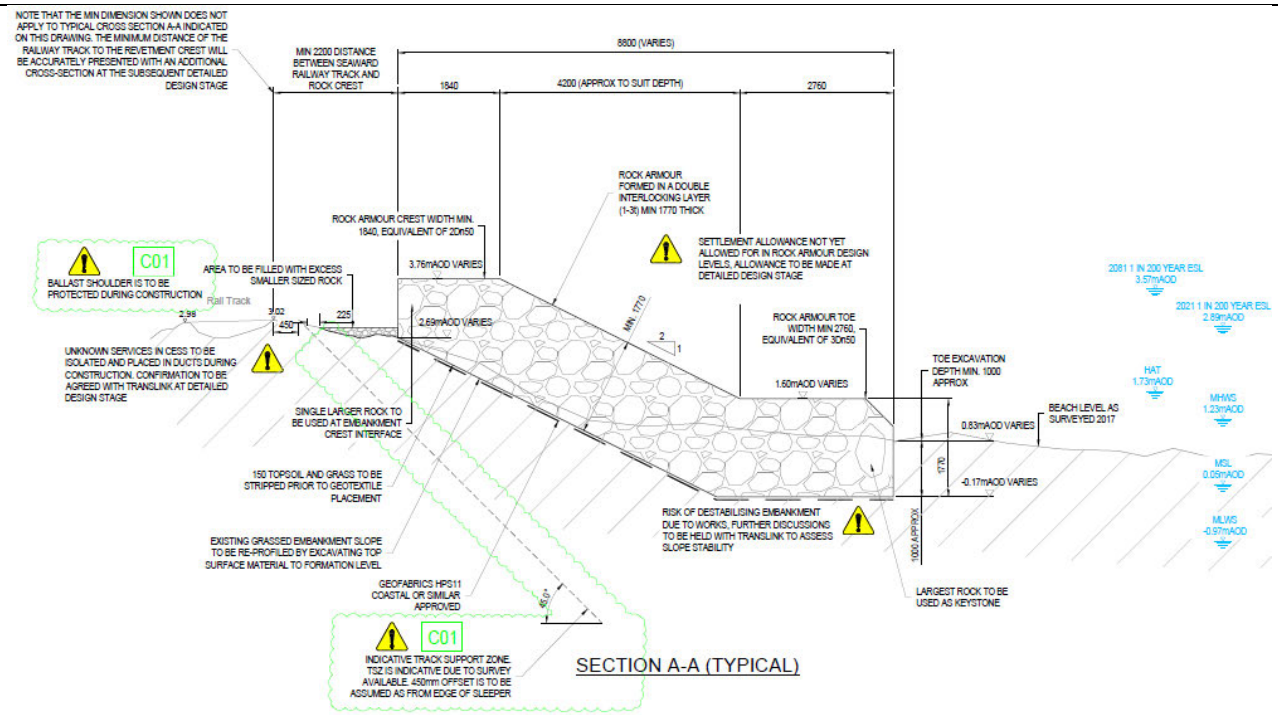
- **Site deliveries to Airport Storage Grounds:**
- All briefings and permits must be completed prior to starting work.
- Nightshift working will be required for forming suitable ground storage areas within the airport. All works within the airport except deliveries must be carried out at night so as not to restrict flight schedules.
- Proposed storage area to be surveyed for ground levels and storage height must not be allowed to exceed the ground level of the runway plane including slip off angle (to be notified by CODA).
- The Survey Engineer will take readings from the airport runway and storage area using a GPS/Total Stn.
- At the edges of the storage area posts will be installed with the top of the post set to the maximum allowable height for storage of materials based off the runway plane to give a clear indicator of levels for the delivery drivers.
- A Telehandler and Excavator will be delivered to site to offload Easiblocs, materials etc. All plant will have a banksman to co-ordinate movements inside the storage area provided by the airport.
- All excavation and installation of posts or items into the ground must follow safe digging procedures whereby the permit to dig will be completed and the area scanned for services using a CAT & Genny.
- Easiblocs will be set up as stop blocks preventing lorry movements exceeding a safe section of pathway near any ditches in the storage area.
- A Welfare Van will be used for all storage and delivery works, this will be driven out of the airport at the end of each shift and not stored within the airport.
- The full compound area will be reviewed for soft spots and these are to be stoned up as necessary using 6” Clean stone compacted (4 passes per layer) using a vibrating plate until the site engineer/manager is satisfied the ground is suitable for delivery lorries to travel it.
- The materials storage area is to have a light geotextile (eg Terram) ran across it as areas are needed and will be used for storage of imported stone. Storage area must maintain an access route for delivery vehicles and plant. Areas of unweighted geotextile must be removed and put into storage or have stone added to prevent blowing away.
- Delivery by lorry of rock armour will be carried out during dayshifts.
- The delivery vehicle/s must arrive at the East Airport access gate off Airport Roundabout where they will be met by an Airport Security Escort who will brief and instruct the drivers on routing, timing and special conditions.
- All deliveries must be logged and quantities included in the end of shift report.
- Delivery driver will check with the airport escort to obtain permission to tip stone into the storage area, the lorry will travel while tipping to control the height of the deposited material. Where individual stones fall above this height the site operatives will move them via manual techniques and handheld equipment.
- Rock armour will be used to complete works on nightshifts and incoming quantities will be matched to requirements by the site engineer to prevent overflow of rock armour within the airport.
- At the end of each shift the site will be secured before leaving.

- **Materials transport to site 16E and pre works:**
- All briefings and permits must be completed prior to starting work.
- Works may only take place during nightshifts to prevent disruption of air travel.
- No access is permitted to the line until the T3 possession has been granted by the PICOP. Access permission will be notified by the TSC/s.
- Work party will access via airport East Gate off Airport Roundabout with Airport Escort/Security Team. Telehandlers and Tractor with dump trailer stored outside the airport will also access from here.
- The telehandler will load rock armour from the storage area within the airport into the trailer of the tractor.
- With permission from the TSC the tractor will cross the track via the airport Northern track crossing and deposit the rock armour at the shore.

- Quantity and type of material moved to site storage areas must be recorded in the end of shift report.
- A limited amount of rock armour can be stored at the worksite, this must not exceed the runway planes in height as setout by the engineer.
- At the end of each shift all personnel and equipment will be removed back to their access points. All work parties will ensure everything has been removed from their works area and the TSC will double check this has been cleared and record as such in their PEM sheet.
- Site must be left tidy, safe and clear for the passage of trains.
- Personnel and equipment will be removed from the airport and signed out by the escort.
- Temporary plant storage outside the airport will be secured and locked.

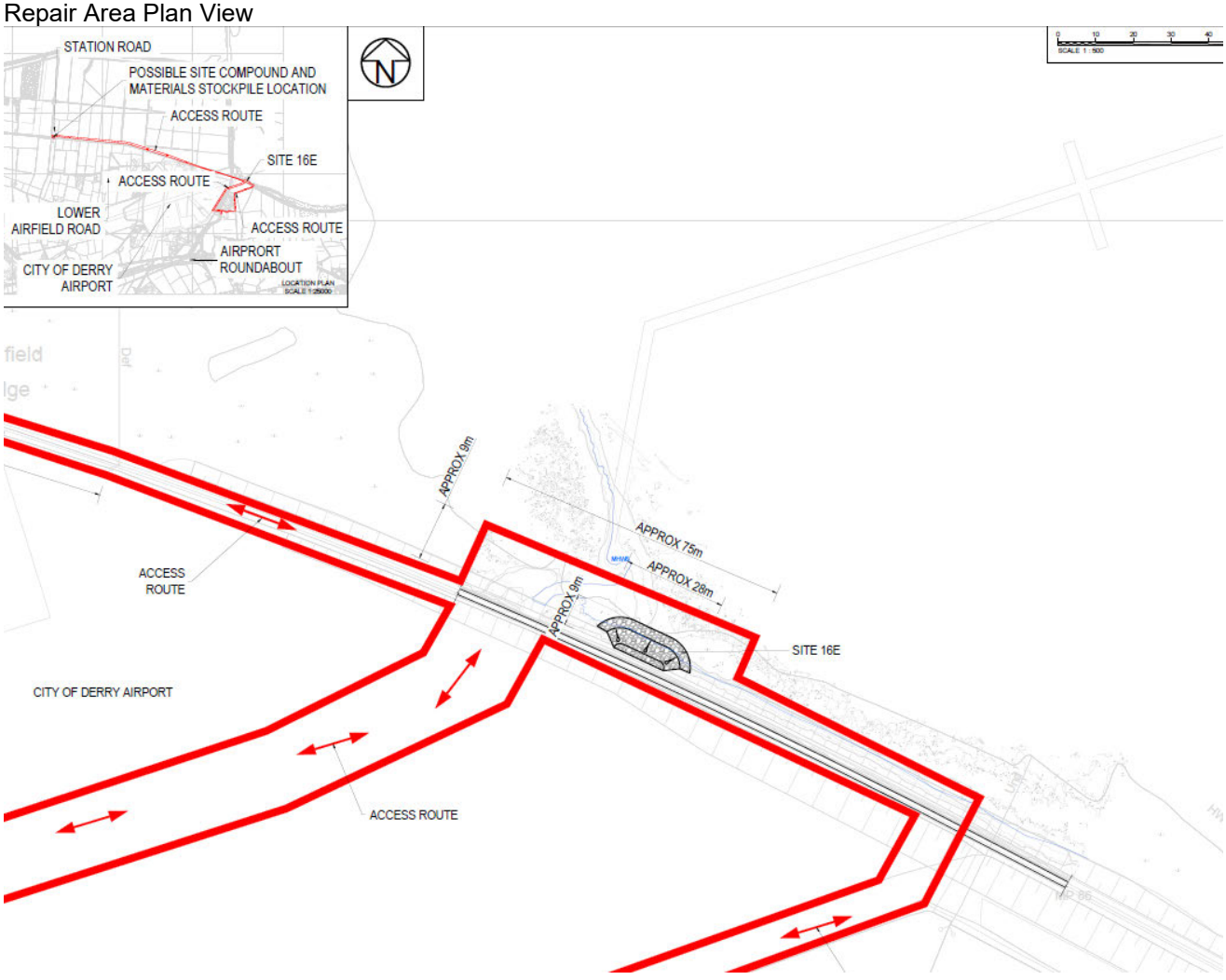
- **Main works 16E:**
- All briefings and permits must be completed prior to starting work.
- Main works must be completed during nightshifts only.
- Work parties accessing the airport will be escorted by an Airport Security Team and adhere to any other requirements of the airport.
- No access is permitted to the line until the T3 possession has been granted by the PICOP. Access permission will be notified by the TSC/s.
- All excavations and embedment into the ground will be have a permit to dig completed and the area scanned using CAT and Genny to verify it is clear of services. If services are found a trial hole will be dug to locate and verify the position and line of services and the services will be protected using split ducting or beams.
- Work party on foot will access the track under instruction from the TSC at the Northern airport track crossing.
- Menzi wheeled excavators will arrive at the East Airport Access gate and be accompanied to site by the Airport Security team. Crossing the track at the Northern airport track crossing.
- Any operatives working on the embankment or toe of the slope during high tide must wear a life jacket.
- Guide ropes will be tied to the sleepers at the extents of the section works and the rope ran down the embankment.
- The life ring and grab rope will be positioned at the top of the embankment where the guide rope has been placed. In the event of a person falling into the water operatives may, if safe to do so, use the guide rope to descend the embankment and throw the life ring and grab rope to the person in the water until they can be pulled back to shore.
- At the discretion of the Site Manager and operatives harnesses and fall arrest systems may be used, these may be fixed to points such as sleepers or around the trunk of large trees nearby.
- Floating booms will be let out from the edges of the embankment and tied off to a fixed structure or post at the edge of the extents.
- Flat plates will be placed over the ballast where the Excavator is accessing and used to protect any S&T services if present.

Section A-A Cross Section



SECTION A-A (TYPICAL)

- Repair Area Plan View



- Excavator to scrape off existing embankment (approx. 150mm depth) and deposit the arisings into the tractor trailer for removal from site, the bank is to be re-profiled as per drawing. Where possible the direction of excavation should be such as to prevent or reduce any soils transmittal to the watercourse. This may include excavating from a higher ground level.

- An RRV operating from Eglinton LC with two trailers will also be used to assist in removal or spoil from site.
- For excavation of the toe or within areas interfaced directly with the river a clamshell bucket may be used to excavate material and hold it until it can be placed in the spoil heap or trailer to be removed from site as a mitigation measure to prevent sediment being issued to the bay.
- A layer of Geofabrics HSP11 Coastal is to be ran across the length of the embankment and pinned in place as per manufacturers instructions. The geofabric must be placed during low tide as it will float in water due to entrapped air pockets in the fabric. If required some rock armour stones may be placed as ballast onto the geofabric by the Menzi using its grab attachment to ballast the area in the water.
- Sections of geofabric to be cut and rolled out from the top of the embankment, each longitudinal section is to have a 1000mm overlap. The toe of the geofabric should be wrapped back on itself with approx. 1000mm lap.
- Estimated section lengths required are approx. 11m inc toe wrap.
- Stainless steel pins may be used at the discretion of the site manager accounting for on site conditions to aid in holding the Geofabric in place until rock armour has been positioned.
- Where required to provide a continuous profile to the embankment, depressions should be filled with type 3 granular material which will be compacted using an excavator mounted compactor (3 passes per layer), with the acceptable shape confirmed by the on site engineer.
- Rock armour stones to be placed by Excavator using the grab.
- Larger HMA 300/1000 rock armour stones will be used as toe stones and for tying into the sides and top of the section.
- Rock armour to be placed up the bank at a slope of 1:2. Stones to be placed to interlock with other adjacent stones. The stones will be lightly pushed by the excavator to ensure they are properly seated.
- The toe stones must be placed first and completed prior to the tide coming back in. The embankment toe shall be formed by a double layer of rock armour minimum of 1770mm depth and 2760mm width across the length of the repair section.
- Positioning may be checked using a GPS and any variance agreed onsite with the engineer.
- When the toe armour is in place the Excavator will start at one edge and work to place additional rock armour at a grade of 1:2. Larger stones are to be used for the edges of the section. The rock armour layer should maintain a minimum thickness of 1770mm throughout the rise, up to the top of the slope.
- Crest of the section is to be a min 1840mm width and be made up of the larger armour stones. Smaller armour stone to be used to infill behind the crest to shape into the existing ground.
- Once the rock armour sections have been completed all equipment and materials remaining will be removed from site. Floating booms to be recovered and grab ropes removed.
- An RRV will restore the ballast shoulder using its profiling bucket at the end of each shift.
- Demoblisation to take place following all works completed and signed off.
- All waste must be removed and disposed of at an appropriate facility.

DISTRIBUTION LIST	
NAME	**COMPANY**
	FPM
[redacted]	NIR

REVISION DETAILS			
DATE	**REV**	**Checked by**	**CHANGES**
11/11/2025	0	SK	

Briefing Record Sheet

I, …… as the person in charge of the site, have issued and communicated the above briefing to everyone signed up below.

We (the undersigned) confirm we have been briefed and understand the risk assessment/s and method statement covering the activity and will comply with the specified requirements and control measures. If the work activity changes or deviates from that originally envisaged, we will seek further advice and request an amended assessment of risk to be completed.

Name (Capitals)	**Company**	**Date**	**Signature**

Appendix A: Point of Work Plan
Appendix B: Risk Assessment
Appendix C: Construction Drawings
Appendix D: Geofabrics Installation and Data Sheet
Appendix E: Permit to Dig
Appendix F: Airport Security Passes & Instructions

Appendix C: Incident Response Plan

Introduction

Although the site operations are planned to reduce the risk of an incident occurring, there may be a residual risk of a pollution incident in the form of a spillage that could cause serious environmental problems. This plan has been prepared to ensure pollution prevention measures are in place to minimise the consequences of an environmental incident.

In the event of an environmental incident, the contractors Environmental Incident Plan or Incident Response procedures shall be followed. All environmental incidents and near misses shall be recorded.

All environmental incidents should be reported directly to the Site Manager as soon as reasonably practicable.

An environmental incident can be:

- A fuel or chemical spillage onto ground, into drains or a watercourse;
- Damage to the habitat of protected species or nesting birds;
- Damage to protected species, either plants or animals;
- Incidents involving waste, such as fly-tipping or the illegal transfer of waste.

As a minimum, the contractor will be required to complete a risk assessment to assess requirements for spillage equipment and pollution prevention storage. Any equipment should be clearly labelled and readily available in the area it is likely to be required – the locations and how the equipment is to be used should be detailed in an environmental Toolbox Talk to all staff on site.

Where necessary, in the event of a pollution incident, the Northern Ireland Environment Agency (NIEA) will be contacted, and Environmental Manager notified. The NIEA pollution hotline number is 0800 807060.

If a workplace hazard is spotted a 'close call' must be raised to prevent any incidents or activity that could be potentially harmful to the environment or the community.

Site details

Site Name(s)	-	Sea defences, Greysteel Bridge Eglinton Sea Defences 16E Main Works
Site Access		Track access and via airport lands

Period of Operation	Works to be undertaken at night to prevent disruption to air travel
Equipment on site	TBC – refer section 1
Pollution Prevention Equipment on site (e.g. spill kits)	Spill kits will be available on site and refuelling stations will be identified for plant
Site Manager/ Responsible Person	TBC
On-site staff	Contractor

Site responsible person

TBC

Environmental Close Calls and Incidents

Spillage	Stop working immediately. If safe to do so, use spill kits provided (located on plant / equipment) to stop the spill spreading. Notify the Site Manager Cover drainage grates and close valves If necessary, use sand to create a bund or use a boom to contain spills which have already entered a watercourse Site Manager is responsible for managing clean up and deciding if additional support (clean up contractor) is necessary and for contacting the NIEA if the spill is over the reportable thresholds (see below).
Flooding	Site Manager is responsible for signing up to Northern Ireland Environment Agency and DfI Flood Warning System. Site Manager/Supervisor is responsible for good site practice to limit spillage during flood.
Noise and Light	If approached by an aggrieved member of the public, remain calm.
Complaint	Report to Site Manager
Inadequate	Report close call to Site Manager
Waste Provision	Responsibility of Site Manager

Incident Thresholds

TYPE OF INCIDENT	VOLUME	EXAMPLE
Any incident by / near a watercourse or drains Any unplanned loss or spillage into combined drainage areas	Any Volume	Any substance
Fuel spillage or loss	50 L	Petrol, diesel or gas oil
Spillage or loss of other hydrocarbons	20 L	Lubricating oil, transmission fluids
Spillage or loss of detergents	25 L	Washing powder, washing up liquid, shampoos, soaps, car cleaning products.
Spillage or loss of disinfectants	5 L	Household bleach, toilet cleaner, Dettol
Spillage or loss of paints and dyes	50 L	All
Spillage or loss of inorganic powders	50 Kg	Silt, sand, cement cha k, gypsum /plaster
Spillage or loss of pesticides	5 L	All
Spillage or loss of herbicides	5 L	All

Emergency Contact Details

Emergency Services	Police, Fire, Ambulance - 999
Local Hospital/ Health Centre	Altnagelvin Hospital, Glenshane Rd, BT47 6SB
Local Authority Environmental Health	Environmental Health Department – TBC
Spill over reportable thresholds	Northern Ireland Environment Agency – 0800 807 060
Spill impacting water	Northern Ireland Environment Agency – 0800 807 060 DAERA - 0300 200 7840
Environmental Spill Contractor	TBC
Local Water and Sewage Company	Northern Ireland Water – 03457440088['
Impact on a Designated Site / Ecology	Northern Ireland Environment Agency – 0800 807 060
Environmental Manager	TBC –

Translink	Contact Helpline - 028 90 66 66 30